

# U. S. CONTROL OF FINANCES OF HAITI PLANNED

America Prepares to Establish  
Fiscal Protectorate—Report  
Confirmed By Lansing.

WOULD CONTROL REVENUES

Secretary of State Declares  
This Country's Action Is In-  
tended to Help Haitians.

With a suddenness that has caused  
surprise in Washington, the United  
States Government has undertaken  
to establish a financial protectorate over  
the Republic of Haiti.

Confirmation of reports from Port au  
Prince that this Government had made  
certain demands on Haiti was given by  
the State Department today.

These demands are that the Haitian  
Government accept terms whereby the  
United States will exercise supervision  
over the customs houses and finances;  
that no part of Haitian territory shall  
be ceded to any country other than the  
United States; that rural and district  
police be established, composed of  
Haitians commanded by Americans.

U. S. To Control Revenues.

The revenues, which are to be col-  
lected by Americans, are to be dis-  
tributed to pay American employees, set-  
tle public debts, and defray proper ex-  
penditures of the Haitian government.

Broadly speaking, this means the ap-  
plication of the Santo Domingo plan to  
Haiti. Whether the United States has  
demanded compliance by the Haitian  
Government today, as reported in dis-  
patches, is not made clear at the State  
Department.

Secretary of State Lansing, in con-  
firming reports that this Government  
had made demands on Haiti, made this  
explanation:

Statement By Lansing.

"The action of this Government is  
intended to help the Haitian people and  
keep them from being exploited by  
professional revolutionists and selfish  
interests. Things in Haiti have gone  
steadily from bad to worse, until dis-  
organization, poverty and the people in  
some parts are starving, in spite of the  
great resources of the country. Our  
action is entirely unselfish. It is tem-  
porary and by no means a permanent  
arrangement. We are not even asking  
for Mole St. Nicholas."

Secretary Lansing made it plain that  
the consideration of the utter demoralization  
of conditions in Haiti warranted the  
United States stepping in and restoring  
order.

Cover Ten-Year Period.

He is not yet advised whether the Haitian  
chambers and the Haitian government  
have complied with the demands. It  
is officially confirmed that they  
cover a ten-year period.

That the Administration has contemplated  
action of this sort for many  
weeks has become known. It had been  
kept well under cover. Even when min-  
isters landed some days ago, it was de-  
nied by officials that anything like a  
protectorate was contemplated.

In discussing America's course of  
action in Haiti, Secretary Lansing pointed  
to the fact that there were large  
American and foreign interests in the  
island.

Good reason exists for the belief that  
some of the foreign nations have been  
dissatisfied with conditions and that  
this is one of the reasons the United  
States has acted.

Senate Must Approve Action.

Secretary Lansing was asked if ratifi-  
cation by the Senate was necessary.  
It is admitted that ratification is  
essential. This is likely to provoke a  
sharp controversy. It will be recalled  
that there was intense opposition to  
ratification of the Santo Domingo ar-  
rangement.

To what extent the President has con-  
sulted leaders in the Senate about  
Haiti is not disclosed, but there is rea-  
son to believe there has been little con-  
sultation, unless it has been with a  
limited number.

It is broad aspects, the action with  
respect to Haiti is recognized here as  
of very great importance. Despite dis-  
avowals of a purpose to exercise a  
permanent protectorate, this action, it  
is said, sooner or later may lead to a  
permanent control over the turbulent  
republic. The strategic importance of  
Haiti with respect to control of the  
Panama Canal and the Caribbean  
region is not overlooked. This is be-  
lieved to be one of the things the Gov-  
ernment has in mind.

That the United States should have  
acted at this particular time is con-  
sidered significant. It is likely to be  
accepted in Latin America, and particu-  
larly in Mexico, as an indication of a  
much more vigorous policy in dealing  
with the troublesome republics to the  
south than heretofore.

Whether there will be resistance by  
some elements in Haiti to the new order  
of things is not yet plain. In any event,  
this Government is preparing for the  
enforcement of its wishes. The Tennes-  
see, with an artillery battalion of mar-  
ines, will sail from Philadelphia for  
Haiti tomorrow. Admiral Caperton will  
then have a force which will enable him  
to quell the island quite effectively.  
Captain Beach, of the Washington, is  
due here today from Haiti, and will give  
officials a detailed report on conditions.

THE WEATHER REPORT.

The forecast for the District of Col-  
umbia—Fair and cooler tonight; Thurs-  
day fair and continued cool; gentle to  
moderate westerly winds.  
Maryland—Fair and cooler tonight;  
Thursday fair and continued cool; gen-  
tle to moderate westerly winds.  
Virginia—Fair and cooler tonight;  
Thursday fair and cooler in southeast  
portion; moderate northwest winds.

TEMPERATURES.

U. S. BUREAU	AFRICAN'S
8 a. m. .... 74	8 a. m. .... 80
9 a. m. .... 77	9 a. m. .... 81
10 a. m. .... 78	10 a. m. .... 82
11 a. m. .... 79	11 a. m. .... 84
12 noon .... 79	12 noon .... 85
1 p. m. .... 79	1 p. m. .... 87

TIDE TABLE.

High tide .... 6:27 a. m. and 6:42 p. m.  
Low tide .... 2:15 a. m. and 2:46 p. m.

SUN TABLE.

Sun rises .... 6:31 | Sun sets .... 6:40  
Bright automobile lamps at 7:30 p. m.

# FREE POWER FOR RAILWAY CHARGED

Public Utilities Commission  
Opens Investigation of Rela-  
tion of Companies.

(Continued from First Page.)

which provides for the interchange of  
facilities between utilities. The commis-  
sion, he said, has power to act only  
when one of the parties fails to live up  
to the agreement.

In overruling the motion to dismiss  
the hearing, Commissioner Kutz, chair-  
man, stated that it was called for the  
express purpose of inquiring as to  
whether there is discrimination in the  
sale of electric power by the Potomac  
Electric Power Company and the  
Washington Railway and Electric  
Company, and between the railway com-  
pany and its subsidiaries.

Representatives of the street car com-  
pany declined to cross-examine Mr. Wil-  
liams, statistical expert, Mr. Bowen  
arguing that no formal charges had  
been made, and the railway company  
had not had the legal ten days' notice.

Commission Will Proceed.

"The commission intends to proceed  
with an investigation concerning mat-  
ters of which you have had notice," said  
Chairman Kutz. "The testimony of the  
witnesses bears on these matters by the  
testimony seems to indicate a discrimi-  
nation between the street railway com-  
pany and the electric power company  
on the one hand and between the rail-  
way company and its subsidiaries on the  
other."

"Until charges are made or some vi-  
olation of duty is charged against these  
companies, or one of them," said Mr.  
Bowen, "we contend there is nothing  
before the commission for us to answer  
or about which we would desire to in-  
terrogate the witness."

Commissioner Brownlow asked if  
there was "any officer of the com-  
pany present who would like to assist  
in the investigation."

While it is not a charge, it is an in-  
quiry, Commissioner Brownlow added.  
Mr. Bowen again replied that he did  
not consider the commission had  
anything before it, but Chairman Kutz  
ruled the hearing would proceed.

Objection to the ruling was made by  
Mr. Bowen on the ground that the  
hearing was not for the purpose of  
the hearing no charges were pre-  
ferred and that the matters under  
consideration were not within the  
province of the commission. Com-  
missioner Kutz declined to permit the  
entry as a part of the record, an ob-  
jection on the ground that the com-  
mission refused to furnish the com-  
panies with the minutes of its pre-  
liminary investigation and the re-  
port of the officials conducting it.

Such information as was obtained, he  
said, was gathered from the reports  
of the two corporations, with which  
company the officials, he said, should  
be familiar and was to be presented  
by the first witness.

When Vice President Ham was called  
to the stand, he was informed by Mr.  
Bowen that he did not have to appear  
voluntarily, but the commission could  
subpoena, said Chairman Kutz.

Must See Books.

"Is it a fact," asked Chairman Kutz,  
"that the Washington Railway and  
Electric Company received from sub-  
sidiary companies a sum greater than  
it paid toward the operation of the Ben-  
ning power plant in 1913?" asked Com-  
missioner Kutz.

"I couldn't tell without looking at the  
books," said Mr. Ham.

"I'm afraid we will have to get the  
books," said Major Kutz.

"Is it a fact the Benning plant is  
owned by the Potomac Electric Power  
Company?"

Major Kutz wanted to know what part,  
if any, of the depreciation account is  
borne by the street railway company.  
Mr. Ham said there was a general  
amortization account covering deprecia-  
tion in the property of the companies,  
but he did not know the amount of de-  
preciation charged off against the street  
railway.

Producing Power.

"What determines the amount the rail-  
ways pay toward producing power  
at the plant?" he was asked.

Mr. Ham said he didn't have the fig-  
ures as to proportion at hand, but they  
stood part of the labor and coal cost,  
and other operating expenses.

"They are not paying a part of the  
maintenance of the building and equip-  
ment."

"Not directly, I believe. What is done

indirectly I cannot say off hand. You  
know we guaranteed seven million dol-  
lars of the bonds of the power com-  
pany and that amounts to something."

In reply to a series of questions, Mr.  
Ham said he didn't believe any dis-  
crimination existed in the relations be-  
tween the two utilities, or between the  
street railways and its subsidiaries, the  
City and Suburban, Georgetown and  
Tenleytown, Forest Glen and Rockville  
lines. Power, he said, is now furnished  
at the same rate to all these companies  
from the same source made the success-  
ful operation of the power company  
possible. Mr. Ham said he held the  
same position in both companies—  
vice president and controller.

Amount of Power.

"What amount of power is consumed  
respectively by the two concerns?"  
asked Major Kutz.

Mr. Ham said he didn't know, but  
suggested that L. E. Sinclair, elec-  
trical superintendent might be able to  
tell. He was scheduled to testify at  
the afternoon session.

The testimony in part of Mr. Wil-  
liams, which was obtained, he said,  
from the annual report of the com-  
panies for 1914, follows:

"The Washington Railway and Elec-  
tric Company paid \$172,241.70 for the  
production of all the power which it  
consumed during the year. The total of  
the annual report of the com-  
pany shows that it purchased power  
from some source not stated at a cost  
of \$6,528.30. This gives a total of  
\$178,770.00 as the cost of all the power  
purchased by the railway company  
during the year. The total of the  
substation expenses, transmission ex-  
penses, and distribution expenses for  
all power, including and the power  
old to other railways and the power  
used by the railway company for the  
carrying on of its own business is  
\$40,560.55, as given in its annual re-  
port."

"The report further shows that a por-  
tion of the current was sold to other  
railway companies for \$20,446.32. In  
other words this amounts to saying that  
the railway company received, trans-  
mitted and distributed power at a cost  
of all the power used by it without cost  
and in addition sold enough to make a  
profit of \$37,915."

Planning Memorial

TO DR. J. A. HOLMES

Institute of Mining Engineers

Appoints Committee to Con-  
fer With Other Bodies.

In commemoration of the life and  
work of Joseph A. Holmes, director of  
the Bureau of Mines, mining men of  
the United States soon will create a  
Holmes memorial.

Hennen Jennings, of Washington,  
Van H. Manning, acting director of  
the Bureau of Mines, and D. W. Brun-  
ton, of Denver, compose a committee  
selected by the Institute of American  
Mining Engineers to confer with  
other mining organizations, the Ameri-  
can Federation of Labor, the United  
Mine Workers of America, and sci-  
entific associations relative to a suit-  
able national memorial.

Plans already completed include the  
establishment of a "Joseph A. Holmes  
professorship of safety and efficiency  
engineering in the Colorado School  
of Mines at Golden, Colo., the erection  
of a memorial tablet in the new  
\$500,000 Bureau of Mines building  
now being constructed in Pittsburgh,  
and the hanging of a life-size portrait  
of Dr. Holmes in the director's room  
of the Bureau of Mines in E street  
northwest.

Suggested memorials to be established  
by the national engineering societies  
and kindred organizations include a  
memorial shaft to be erected at the  
grave in Rock Creek Cemetery; a  
memorial volume containing extracts from  
writings of Dr. Holmes, and articles of  
appreciation.

Quintances; a scholarship or fellowship  
in some engineering college or univer-  
sity; a Holmes foundation for which  
would be solicited to assist  
widows and children of miners killed in  
accidents; an annual award to the  
person contributing the most during a  
year to the progress of safety in the  
mineral industries of the United States.  
The selection of one of these suggestions  
will be made, perhaps, at a meeting of  
mining organizations next month.

# TRAFFIC LAWS HERE CALLED OPPRESSIVE

Regulations Senseless and Out-  
of-Date, Says E. L. Fergus-  
son, Head of A. A. A. Here.

(Continued from First Page.)

ous traffic of Fifth avenue and of  
Broadway, in New York; of Broad  
street, in Philadelphia, and of similar  
streets in other modern cities, is han-  
dled with ease.

Blocked At Corners.

"In Washington, with its light traffic,  
it is not unusual to see automobiles  
cluttered around a corner with a traf-  
fic policeman vainly struggling to get them  
through, because of the senseless  
regulations here.

"Take the regulation which requires  
automobiles to run but four miles an  
hour along Fifteenth street in the vi-  
cinity of the Treasury. No one knows  
why such a regulation exists. Perhaps  
it is feared that the Treasury might  
be damaged. But the result is conspic-  
uous. It causes frequent traffic jams  
at Fifteenth street and Pennsylvania  
avenue, a place which should be kept  
clear by speeding traffic along."

There is not an automobile owner in  
Washington, Mr. Ferguson asserts, who  
does not drive recklessly while the  
twelve-mile regulation. That, he stated,  
is the effect of having a law that is  
almost impossible of observance.

"Another abuse here which motorists  
have to suffer," he said, "is the zealous  
efforts of bicycle policemen to enforce  
the law. This results in the chasing of  
automobiles by policemen who begin  
the chase several blocks behind, catch  
up to the motorist and arrest him, then  
refer to their own speedometer to see  
at what speed the automobile was run-  
ning. Anyone can figure for himself  
that the policeman's speedometer might  
register a speed in excess of the legal  
limit, while the automobilist might be  
observing the law."

Safe Driving As Ideal.

Most modern automobile regulations  
place safe driving, and not speed, as  
the ideal, Mr. Ferguson said. He pointed  
out, as stated in The Times, that a  
motorist going at twelve miles an hour  
might be driving recklessly while one  
going at thirty miles might be driving  
carefully.

"Motorists appreciate being placed

upon their honor," he stated. "The  
New York automobilist, while he speeds  
along the great thoroughfares where he  
must hurry not to obstruct traffic,  
drives carefully when he is on crowded  
side streets."

street car regulations, Mr. Ferguson  
said, also added to the difficulties for  
both motorists and patrons of the cars.  
Though he has not made a study of  
street car speed regulations as he has  
the auto speed laws, Mr. Ferguson has  
been in many cities, and nowhere, he  
said, was the street car transportation  
so slow as in Washington.

He said the slow running of street

cars here is attested by motorists who,  
while running at twelve miles an hour  
along car lines, where fifteen miles is  
permitted for the street cars, pass the  
cars even when the latter do not have  
stops to make.

The automobile regulations here about  
driving at the rate of six miles around  
corners, and at four miles across street  
car crossings, are particularly archaic,  
he said. The latter is all the more so  
because of the presence now of traffic  
policemen at the car intersections.

Congress is blamed by the business  
men and officials here for the present  
automobile regulations, Mr. Ferguson

said, and among motorists and business  
men there is a widespread feeling that  
they should be brought up to date.

Sent Check For \$7,386.

A check for \$7,386 was delivered by  
the plaza commission today to Marg-  
aret M. and Madeline F. Barrick in pay-  
ment for lot 65, square 725, at 113  
Massachusetts avenue northeast, which  
has been acquired by the Government  
as part of the new Capitol Park ex-  
tension.

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BEDROOM OUTFIT for \$29.75

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Dresser and Chiffonier with genuine French Plate Mirror and an Oak Rocker and  
Side Chair. All exactly as illustrated.

Use Your Credit



This Massive 4-Piece Fumed Oak Imitation  
Spanish Leather MISSION SUITE \$12.75

The illustration shows the four pieces exactly. Substantially built and finished in rich fumed  
oak. The Table has heavy plank top, drawer and lower shelf. The Armchair, Rocker, and Side  
Chair have imitation Spanish leather seats. This suite is also shown in early English with black  
imitation leather.



Settee to Match, \$5.00

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STORE  
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Apparel for Every Occasion  
Is Marked at Extremely Low Prices.  
This is an opportune time to supply  
Present and Future Needs  
At a Great Saving.  
We direct special attention to the following:

SUITS  
Suits Now \$14.50—Former Prices up to \$38.50.  
Suits Now \$18.50—Former Prices up to \$48.50.  
Suits Now \$22.50—Former Prices up to \$58.50.

DRESSES  
Dresses Now \$5.00—Former Prices up to \$28.50.  
Dresses Now \$7.50—Former Prices up to \$37.50.  
Dresses Now \$10.00—Former Prices up to \$45.00.  
Dresses Now \$14.50—Former Prices up to \$52.50.

Before Stock Taking  
A Remarkable Clearance Sale  
In Our Misses' and Girls' Department  
(Fifth Floor.)

DRESSES  
Dresses that were up to \$12.50—Reduced to \$2.50  
Dresses that were up to \$25.00—Reduced to \$5.00  
Dresses that were up to \$35.00—Reduced to \$12.50

SUITS  
Suits that were up to \$35.00—Reduced to \$5.00  
Suits that were up to \$40.00—Reduced to \$9.75  
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Also a lot of Hats, Coats, Skirts, Sweaters,  
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Saturday  
Is  
Automobile  
Day  
In  
Washington  
Be  
Sure  
to  
Watch  
The  
Evening  
Times  
Next  
Saturday  
and  
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Saturday  
↑